

A
SPRING
IN THE
CANTERBURY
SETTLEMENT

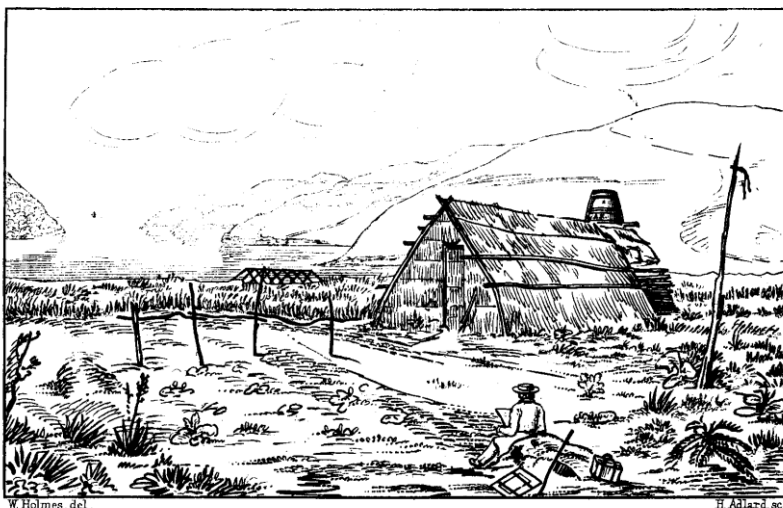
By

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With Engravings

London:
Longman, Brown, Green, and Longmans.
1853

(With modern annotations)



Mr. Heale's Warue, Port Levy

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CHAPTER I

THE VOYAGE.

IT was on a lovely morning in the early part of June, 1851, that the good ship *Canterbury*¹ was signalled to take her departure from the East India Docks on her voyage to New Zealand.

An emigrant ship on the eve of her departure presents an extraordinary spectacle to the inexperienced eye. The noise, confusion, and bustle on board, - the busy hammering of the carpenters finishing the different cabins, - the gangs of "lumpers" hoisting in the huge casks and packing-cases, and stowing them in the ample hold, - the constant arrival of the different classes of passengers, anxiously watching the descent of their little property down the gaping hatchway, or turning to console some weeping wife or mother, quitting, perhaps for ever, her much-loved home, or gazing with eyes of wonder upon the busy scene - bewilder the novice as he first sets foot upon the deck. The state of the `tween decks, also, as it is termed, is little different. The chief cabins are crowded with confused heaps of furniture, which the owners are endeavouring to arrange and reduce to order, - servants are running hither and thither, and in their embarrassment hindering rather than assisting their masters, - out-fitters are looking for their customers, with articles forgotten or not ordered until the last moment., whilst the half-distracted passengers are almost ludicrously endeavouring in the midst of the unaccustomed tumult, to

¹ The *Canterbury* was the sixteenth ship (out of twenty-five) chartered by the Canterbury Association to transport immigrants. It left 18.6.1851 and arrived Lyttelton 21.10.1851.

get their furniture and luggage securely stowed in their little cabins, as though in anticipation of the immediate presence of the dreaded sea-sickness. To the inexperienced eye there seemed but little chance of getting clear of the dock by the appointed time. Despite, however, of the tumult and confusion the ship moved from her station to Gravesend, and on the Sunday afternoon was beating down the Channel, and fairly under weigh for the Canterbury Settlement.²

Divine service was performed by our chaplain for the first time on board that afternoon, and the scene was a most impressive one. It was raining heavily, and the service was therefore on the lower deck. It brought together all the various classes of emigrants; and whilst amid the strangeness of the scene and the unaccustomed motion of the vessel, we offered up our common prayer to our common Father, all were awfully impressed with the consciousness that we were to be close companions during a long and wearisome voyage, isolated wholly from the rest of the world, and subject to one common lot and one common hazard.

It was not until the Bay of Biscay was passed, and we began to approach the smooth tropical weather of the N.E. trade wind, that my fellow passengers began to recover from the effect of sea-sickness; our dinner table then filled, and we began to plan amusements for the voyage.

There are few things more pleasant than the outward passage between the latitudes where the N.E. trade wind prevails. The weather is generally warm and fine, the ship maintains a steady course, the horrors of seasickness have

² For a fuller account of the voyage see "Biscuit & Butter - A Colonist's Shipboard Fare" by William and Laurence Kennaway. Published by The Nag's Head Press 1973.

faded from the memory, and all on board have fallen into the regular lounging, dreamy, lotus-eating sort of existence which characterises life during a long voyage. On a short voyage the thoughts are from the beginning fixed on the end of the trip; but in a long voyage, like the one to New Zealand, the probable date of the arrival is seldom contemplated until the Cape is rounded, and the passengers find themselves in the midst of the favouring gales, which form the characteristics of the high southern latitudes. Leaving the N.E. trade wind, which fails in about 10° N., we reach the region of the "Doldrums," or calm latitudes about the Equator. Here vessels are sometimes becalmed for many weeks. These latitudes extend from the N.E. trade wind to about 4° N., where we fall in with the S.E. trade wind, which continues nearly to the Cape.

A little north of the Line the Southern Cross is first seen. When viewed under favourable circumstances it is a beautiful constellation, though by no means equal to the Ursa Major, or to many others of the Northern Hemisphere. The sunset and sunrise of the Tropics are peculiarly beautiful; a circumstance which may arise partly from the extreme shortness of twilight, which fades into complete darkness immediately the sun has sunk below the horizon, and which therefore displays to great advantage the various brilliant tints. So sudden is the change from day to night, that I have often witnessed the phenomenon of a stream of sunshine along the waves on one side of the ship, and of moonlight on the other.

A tropical night at sea is a truly magnificent scene. I have often known the moonlight sufficiently bright to read by without difficulty; and the effect of the deep blue sky, the water of a still darker and richer tint, and the brilliant moonlight pouring over every sail and rope and spar, and

lighting every little ripple with a momentary gleam, form a scene of tranquil beauty which must be seen to be understood.

Another great beauty of the nights at sea is the intense phosphorescence of the water. Every little splash and ripple causes a thousand bright but evanescent sparkles. The wake of the ship is a perfect milky-way of nebulae and shooting stars; and the dolphins and "Portuguese men-of-war" seem like bright moons far below the surface of the water. The most beautiful instance of this sort I remember to have seen was in the North Pacific, during a passage from Sydney to San Francisco, when a whale of about fifty feet in length swam for some time close alongside of the ship, looking like some huge monster in armour of burnished silver set with diamonds. His spout, as he rose every five minutes to the surface, resembling a fountain of brilliant stars.

Leaving the Tropics, vessels proceed down the S.E. trade wind, and in a few weeks reach the rough seas and heavy westerly gales off the Cape of Good Hope. It is very unusual for vessels bound to New Zealand to touch at the Cape, as their object is to keep as far South as possible, the wind becoming stronger and steadier as the higher latitudes are approached. Some ships, in which the new principle of great circle sailing is adopted, have reached even as high as 60° south latitude; but the boundary of the ice fields is then too nearly approached for the comfort of the passengers.

The *Canterbury* did not go higher than 50°; but the cold was even then very severe, especially when contrasted with the warmth we had so lately experienced in the Tropics. Cold is much more felt on board ship than ashore; the thermometer was seldom, for instance, much below 40°, and yet the cold was far more intense than is ever

experienced in England. The thermometer is, indeed, a very imperfect test of the real feeling at sea with regard to heat and cold. On reference to my journal, I find one day marked as very hot, and another as particularly cold, when the thermometer in both cases was standing at 61° . In truth, the comparative warmth of the atmosphere depends upon the climate through which you have passed; and, as the changes of climate are very sudden on board ship, the difference of temperature is felt at sea much more than on shore.

The principal amusement of this part of the voyage consisted in catching birds, of which great numbers follow in the wake of the vessel. Amongst these may be noticed the albatross, the molimawk, the Cape pigeon, and several varieties of the tern and petrel. The Cape pigeon, which is a beautifully marked black and white bird about the size of a wood pigeon, will follow the vessel to the end of the voyage. Two of them followed us nearly five thousand miles, and left us only when we anchored at Port Lyttelton. It is remarkable that they are never seen on the coast, except when accompanying a ship. All seabirds have a remarkable strength of wing. The Cape pigeon will fly at the rate of twenty miles an hour against a heavy gale of wind. The albatross also is an extraordinarily swift bird, and will circle round the ship, when driving before a gale at the rate of thirteen knots an hour,³ apparently without a motion of its wing.

Amongst the various modes of amusement in a long voyage, the publication of a newspaper may be reckoned. But this species of employment rarely outlives the calm tropical weather, as the rough motion of the vessel in the

³ A land person's common mistake. A knot is one nautical mile per hour. However it makes sense if the author means nautical miles.

heavy seas off the Cape renders the act of writing a matter of no small difficulty.

Our newspaper was denominated the "Sea-pie," and for some time afforded both occupation and amusement. It was, however, but short-lived, and died a natural death after the appearance of the fourth weekly number. Private theatricals are also frequently resorted to; and the preparation, rehearsals and production of a small play, which some of our passengers performed on the quarter-deck, was a great resource for two or three weeks of fine weather. Another amusement, which, from its sedentary and unintellectual nature, was admirably adapted to the state of semi-existence into which the most mercurial must fall in the monotony of a long voyage, and of which I will venture to give a detailed account for the benefit of future voyagers, was an ancient Egyptian game which we named Sesostris.⁴ It was played by two persons, on a board placed between them, having twelve small hollows, six on each side. Six tamarind stones were placed in each of these holes. The first player, taking up the contents of one of the holes, dropped them one by one into the others, and, taking up the contents of the hole into which the last stone fell, he proceeded as before and continued the process until the last stone fell into an empty hole, or into one containing either one or three stones. In the latter case he pocketed the one or three stones, and also the contents of the hole opposite; in the former he lost his labour, and the stones remained in the respective holes. In either case his opponent then took his turn, selecting a hole from which to take the stones, and proceeding like his adversary until the stones were exhausted. And thus the game was continued until all the

⁴ Also known as "Mancala" and other names.

stones were pocketed, and then the holder of the largest number was proclaimed the winner of the game. Monotonous and unintellectual as this game undoubtedly is, it helped us to while away many a weary hour.

Shortly after we had rounded the Cape, our fresh provisions, of which an insufficient supply had been furnished by the Association,⁵ failed; and for the last three weeks of our voyage we were placed on a somewhat scanty allowance of salt and preserved meat, the greater part of the latter being almost uneatable. When our supply of fresh stores first ceased, we were placed in an amusing yet somewhat serious dilemma, by a construction attempted to be put on our agreement with the Association, that we should be daily supplied with a certain quantity of fresh and a certain quantity of salt provisions. It was argued that the amount of salt provisions was expressly limited by the contract, and that the cabin passengers could not claim a larger quantity of salt provisions (the same being only, in consideration of our right to fresh meat, one half of the allowance to the steerage passengers), because the supply of fresh provisions had failed. A council of war was in consequence held, and an angry debate ensued; but the question was ultimately settled by the passengers signing an agreement to pay for the additional issue if objected to by the Association. It is perhaps needless to add that such objection was not made.

This being the state of affairs, we began counting, with additional eagerness, the days that would probably elapse ere we should again enjoy a comfortable meal; and at this period of our voyage one of those singular coincidences occurred which tend to confirm, beyond the reach of

⁵ Canterbury Association.

argument, the superstitious feelings of sea-faring men. Our captain had purchased a monkey from a ship which we had spoken with⁶ near the Line; and from the day on which the animal came on board our wind ceased to be fair; and of course it was agreed on all hands that poor Jacko was the cause of our misfortune; and many were the suggestions to throw him overboard, or otherwise dispose of him. At length Master Jacko got to the rum-cask, and, applying himself too freely to its contents, was the next morning discovered dead. Forthwith a favourable gale sprang up, and the ship made a run of 300 miles within the next twenty-four hours. From that time also the wind continued favourable, and we advanced rapidly upon our course.

In passing Cape Lewin,⁷ which is the westernmost point of Australia, we fell in with a heavy gale of wind (indeed this cape is almost as stormy as the Cape of Good Hope); but as the gale was from the west, we had no occasion to complain. It is difficult for a landsman to imagine the motion of a vessel in a gale of wind. The most violent we experienced was during the night of the 10th of October. It had been blowing furiously, and a heavy sea was running, when suddenly, at midnight, a dead calm came on, and the vessel, no longer steadied by her sails, rolled and pitched in a manner wholly indescribable. I was awakened from a sound sleep by a shower of books rattling about my head, and for a full hour had to hold on both sides of the bed to prevent myself from being thrown bodily out of it. At length a light breeze sprang up; and as we spread our canvass to receive it, the ship became gradually steadier, and we were again able to walk upon the deck.

⁶ Communicated with another ship by flags or in person by way of a small boat.

⁷ South of Perth.

On the night of the 15th of October, we passed the Snares, which are three rocks about thirty miles distant from the southernmost point of New Zealand, and held our course along the eastern coast towards Banks' Peninsula. As we proceeded farther north, the weather moderated, and the temperature became rapidly warmer; and by the afternoon of the second day after passing the Snares we found ourselves again becalmed and in a soft and genial atmosphere. In the evening the land-breeze came off laden with delicious sweetness; and though we must have been at least eighty miles distant from the land, the scent of the manuka, a beautiful heath which grows to a considerable size, was like the perfume of a hayfield. As the night darkened we saw far in the distance the red glow of a huge bushfire. These fires are sometimes of an immense extent. A few years ago one occurred near Port Philip, the smoke of which darkened the atmosphere at a distance of 100 miles from the land. The decks and rigging of vessels were thickly covered with blacks; and the effect was described to me, by a gentleman who witnessed it, as singularly awful.

It was on a magnificent spring morning that we rounded Banks' Peninsula, and sailed slowly along its northern shore, towards Port Lyttelton, or Port Cooper, its name in New Zealand.[Plate I] After a weary four months' voyage with no relief to the undying monotony of sea and sky, the country we were now passing seemed like a scene from fairy-land. Richly wooded hills presenting an endless variety of form and colouring, - lovely bays running deep into the shore, and sheltered from every wind, - rich pastures dotted with sheep and cattle, - canoes and

fishing-boats gliding along the shore, - whilst the bright warm sun poured its rich floods of light over wood and hill and valley, and lighted up the deep blue sea with myriads of glittering stars, which danced and sparkled with every motion of our majestic ship.

At little Akaloa, a small bay on the north side of the Peninsula, we took a fisherman on board, to pilot us into Port Lyttelton. On that afternoon we had service on board for the last time; and, almost in sight of our destined port, united in offering up our thanksgivings for a safe voyage past, and prayers for happiness and prosperity in the new life that was fast dawning upon many of us.

Slowly the vessel glided on before the gentle breeze that scarcely filled her canvass, and the sun was setting as we neared the mouth of the harbour. On our left lay the richly wooded Peninsula, the scenery of which resembles in many respects that of the back of the Isle of Wight, but on a larger and grander scale: on our right were the Canterbury Plains, extending to the hilly region which stretched far away beyond the snow-capped Kaikoras, to the distant mountains of the Northern Island. But straight before us lay our land of promise, - the harbour towards which, for four long, weary months, we had shaped our solitary course, - the land where the losses and errors of the old life in the old country were to be retrieved, - the future home of many an anxiously expectant colonist.⁸

Night had set in as we passed between Godley Head on our right, and Adderley Head on our left hand, and entered the harbour of Port Lyttelton. We found there the

⁸ A distinction was made between 'Colonists' and 'Emigrants.' The former were usually land purchasers and traveled in the cabin while the latter were workers/artisans who traveled steerage.

Midlothian,⁹ which had sailed on the same day with ourselves, but had forestalled us by more than a fortnight; and exchanging several rockets and blue lights with her as we passed up the harbour, we dropped our anchor at midnight, and a loud and hearty cheer from crew and passengers spoke our arrival in the Canterbury Settlement.

⁹ The seventeenth ship of the Canterbury Association.

CHAPTER II.

FIRST IMPRESSIONS.

OUR anchor was scarcely down when we received a visit from the Captain and officers of the *Midlothian*. They were instantly surrounded by a crowd of anxious emigrants, eager for authentic accounts of their future home.

Even to myself, though only a visitor to the colony, the accounts they gave were truly depressing. But to my fellow-passengers, who had embarked their whole substance in the venture, they were of the most disheartening character, and my poor friends began sadly to anticipate their utter misery and ruin.

It seems that the passengers by the *Midlothian* had been seized with a panic which at that moment had reached its height. They had been greeted on their arrival (as indeed, singularly enough, had almost every emigrant ship) with a "*sow-wester*," - a wind which in this island is invariably accompanied with rainy, miserable weather, and which, in addition to these discomforts, blows directly down the harbour, and is often dangerous to vessels lying there. This species of welcome to the colony had not tended to raise the spirits of the new arrivals; and when, upon their landing, they found provisions dear and house-room almost unattainable; and were moreover encountered by some of those facetious individuals who take delight in exercising their invention by frightening "new chums," as they term them, with all kinds of disheartening accounts of the colony, their consternation degenerated into a complete panic. Up to the time of our arrival one only of the *Midlothian* adventurers had penetrated as far as Christchurch, a distance of only nine miles, though a few

had had the courage to climb the hill at the back of the town to gain a view of the plains. Nor did their hardihood, such as it was, lessen in any degree the despair of their less adventurous companions. The wind still continued to blow from the south-west, the hills surrounding Lyttelton were still capped with snow, the hail and rain had not ceased, and under such depressing circumstances it could not be expected that a vast and uncultivated plain should present an inviting prospect to the unpractised eye of a "gentleman colonist." So thoroughly indeed were they frightened by this inauspicious commencement, that even the clearing up of the gale, - as after blowing for three days it invariably does, - and the return of warm and beautiful weather had not in any degree reassured them; and at the time of our arrival, the unfortunate adventurers, at least all the cabin passengers, had determined upon proceeding in the *Midlothian* to try their fortune at Nelson or some more propitious settlement.

It was midnight when the boat which brought these harbingers of evil came along-side. They were immediately ushered into the cuddy; and there, until three o'clock, we sat in conclave, listening in breathless attention to their dismal stories. At each succeeding tale the visages of the land-purchasers grew visibly longer. They heard with dismay of provisions at ruinous prices; of houses, not even water-tight, at exorbitant rents; of land partly sand hills and partly irreclaimable swamp; of young gentlemen, who had come out with bright expectations and small capitals, reduced to work on the roads, or employed at daily wages by those they had brought out as servants. These and other stories of similar character, are indeed sufficiently startling to adventurers fresh from the old world; but a very short experience of colonial life shows them to be evils

inseparable from the condition of a new country; and though ruinous to the indolent and desponding, are easily surmounted by a stout heart and a willing hand, and sink into actual insignificance when compared with the advantages afforded by a new and uncrowded field for industry or speculation. In confirmation of this view, I would add that our visitors and their friends subsequently found occasion to alter their opinion, and that when I left the colony they were all comfortably settled in Canterbury, and were doing well.

This view of the subject is, however, the result of after-experience; and I must confess that on the evening in question we were thoroughly infected with the "Midlothian" panic. Nor was the effect produced on us at all lessened by the rising gale which was even then setting in from the south-west to welcome our arrival. One unfortunate individual was in truth so overcome with fear as to bargain for the sale of his two hundred acres of excellent land for the small pittance of £25. In justice, however, to the purchaser, I should add that the bargain was never enforced, nor intended so to be.

At length our visitors returned to their vessel, and we were left to retire to rest, and such of us as had sufficient philosophy, to sleep.

Sleepers and watchers, however, were both early afoot to catch the first daylight glimpse of the settlement. And certainly, even had we heard no unfavourable accounts of it, the aspect which it now presented would in itself have been sufficiently discouraging. All the warmth and softness of the air was gone; the cold, damp wind howled dismally through the rigging, whilst every few minutes a shower of hail, such as I have never witnessed elsewhere, would compel us to make a precipitate retreat into the cuddy. In

the intervals between the squalls, we managed to get an occasional glimpse of the shore; and anything more desolate it would be difficult to conceive. The hills were covered with snow; the leaden sky threw a gloom over the whole picture; and as we were not aware that our captain had not ventured sufficiently up the harbour to gain a view of the town, the few straggling huts that we could see gave rise to most unpleasant anticipations upon the subject of lodgings. Small was the consumption of breakfast that morning; and when, as we were leaving the table, three gentlemen came on board from the town, our eyes mechanically turned towards their boots to ascertain the correctness of the terrible stories we had heard, the preceding night, of the Lyttelton mud. Small was the satisfaction to be obtained from the inspection. They were covered to the knee with thick yellow clay; and this sad sight put the finishing stroke to the consternation of our colonists. Fortunately, however, the *Canterbury* emigrants were somewhat stouter hearted than our friends of the *Midlothian*. Perhaps a more protracted voyage, with the accompaniment of bad and insufficient provisions, had better prepared us to encounter hardships; and the discomforts on board, like other trials, might have been attended with beneficial effect, by enabling us to contemplate with more philosophy the rough life of a newly-imported emigrant. I at least, for one, was heartily tired of the ship, and gladly accepted a passage on shore in the boat which had brought the gentlemen to the *Canterbury*.

CHAPTER III.

LYTTELTON AND CHRISTCHURCH.

FOR some time my attention was fully taken up with preserving my seat in the boat, and avoiding as much as possible the seas, which were continually washing over us; but after rounding Officer's Point, we were in comparatively smooth water, and I had time to examine the bay into which we were entering.

After the dismal accounts of our visitors of the preceding evening, it may well be supposed that we did not expect to be enchanted with our first view of the town of Lyttelton. What then was our astonishment at the panorama that opened before us as we pulled slowly round the little point! Wide streets, neat houses, shops, stores, hotels, coffee rooms, emigration barracks, a neat sea-wall, and an excellent and convenient jetty, with vessels discharging their cargoes upon it, met our view; whilst a momentary ray of sunshine lit up the shingled roofs and the green hills in the background until the whole place seemed to 'break into a bright triumphant smile at our surprise.

There are few prettier towns than Lyttelton as seen from the sea. Situated in a small but picturesque bay, it is, as it were, framed in the bold and rugged hills, by which it is on three sides surrounded, and whose wild and uncultivated aspect contrasts very effectively with the neat houses and busy streets of the town. The most striking object is the jetty: it is well built and convenient, running into the sea for about a hundred yards, and is, I believe, the best in New Zealand. On landing there, a wide street leads directly up the hill towards the Police Court and the upper part of the town. The Emigration Barracks are neat and commodious

buildings standing in a spacious area immediately on the right of the jetty. One of them is at present used as a church, another is converted into schools; the remaining space is appropriated to the accommodation of immigrants on their first landing. According to the arrangements made by the Association with the land purchasers, one-third part of the purchase money - that is to say, £1. per acre, was to be set apart for church purposes, and the building and endowment of a church has been authoritatively promised. There seems, however, little expectation that this pledge will be soon redeemed, although upwards of thirty-five thousand acres have been sold. Indeed, we had not been twenty-four hours in the colony when we were requested to add our contributions to a subscription then going forward by the members of the Establishment for the erection of a church independently of the Association; the Dissenters having already provided for their own accommodation.

A little above the barracks, and at the foot of the projected road to the plains, stands Mr. Godley's house. [PlateII] It is a picturesque gable-ended building, with comfortable well furnished rooms and an excellent fruit and flower garden. The "Sumner Road," as it is called, that is to say, the principal road for which a further payment of 10s per acre is made by the land purchasers, and which at some unknown period is to lead by way of Sumner to the plains, runs to the right, and London Street lies to the left. Returning to the jetty, you turn to the right, along the esplanade, the most finished street in the town, although subject to the annoyance of an ill-conducted public house at the corner, facing the jetty, where intoxicated men constantly congregate, to the annoyance of passers-by and the serious interruption of the services at the temporary church. Proceeding, along the esplanade, several of the

principal stores and public houses are passed, until we reach the corner of Canterbury Street, on the opposite side of which stands the Mitre Hotel, which has the reputation of being the best in New Zealand.

Two or three hundred yards in advance, is the foot of the "bridlepath," a steep and narrow road leading directly over the range of hills at the back of the town, to the ferry across the Heathcote on the way to Christchurch. It is altogether inaccessible for carts; and, from its excessive steepness, small loads only can be carried over by pack-horses. The ascent is upwards of a mile in length, and the descent on the other side is about the same. The ferry is then two miles distant; and from thence the road to Christchurch, about four miles in length, is good and level.*

* During the progress of this Chapter through the Press, a Letter, stated to be "written by an experienced colonist, and addressed to another of high standing," was published in the Guardian newspaper. I have no desire to make any comments upon the statements in this Letter, but one of them appears so directly at variance with the above account of the communication by land between Lyttelton and Christchurch, that I am compelled in defence of my own veracity, to notice it. The writer: speaking of the great advance which the Colony has made, says, "Take, for instance, the road from this Port Town (Lyttelton) to Christ Church,¹⁰ nine miles distant on the plain. *Having crossed the ridge overhanging the town (at an elevation of one thousand feet), and reached the base of the hill, you may drive your dog-cart tandem, or any vehicle you please, along a good made road, crossing the Heathcote in a convenient ferry boat, passing a house at least every three hundred yards, till you reach Christchurch.*" Seemingly contradictory as this account is, to the account given by me of the road, it is in fact identically the same, save that the writer of the Letter omits to tell his readers, in the sentence given in italics, that the

¹⁰ An alternative spelling. The town was named after an Oxford college rather than the English city. An echo of this still occurs in the name of the Cathedral in the Square. It is named 'Christ Church Cathedral.'

ascent and descent of the *ridge from the town to the base of the hill* embraces upwards of two miles of ground, and that the said ridge cannot be traversed by any vehicle of any description whatsoever, so that coach-houses and stables must be "erected at the base of the hill," before the traveller from Lyttelton can enjoy his drive to Christchurch, whilst it is impossible for the confiding emigrant to convey his goods and merchandize there by land carriage at all. The plains, the dog-cart road, and the impassable ridge, are delineated in Plate IV. Macbeth speaks of "keeping the word of promise to the car, and breaking it to the hope."

After a short stroll about the town, we proceeded to the top of the bridlepath, to take a look upon the plains below. A short cut, "up a hill perpendicular," as Shakspeare [sic] has it, brought us panting into the road; and we began to toil slowly up this much-celebrated path. The road was steep and slippery; and, after our four months' saunter over the level deck of the Canterbury, we were not in the best possible condition for a mountaineering expedition. But we were bent upon the excursion; and, whilst accomplishing our object, were certainly most amply repaid by the exquisite views which broke upon us at every turn of the road.

The southern wind was blowing in all its vehemence. The winding bay, dotted with ships labouring heavily upon the seething water, was spread like a map beneath us. The hills, upon, the opposite side, richly wooded, and with occasional patches of snow upon their summits, were alternately gleaming in the transient sunshine, or enveloped in driving rain; whilst the fresh sweet air and the firm ground beneath our feet were exhilarating to a degree that could only be appreciated after the weary monotony of a long sea voyage.

At length we reached the summit and were able to gaze upon the plains beyond. The appearance was anything but

inviting. The mountains in the distance were completely hidden by the thick rain; and the dreary swampy plain, which formed the foreground beneath our feet, might extend, for aught we could see, over the whole island. The town of Christchurch likewise was, for the most part, concealed by the hill on the left; and the few small woe-begone houses which met our view increased rather than diminished the desolate appearance of the landscape. [Plate III] In a word, the whole view bore a strong resemblance to a wet day in the flats of Essex. Under these circumstances, a very short survey was sufficient to satisfy our curiosity, and we faced about to return home. This, however, was not a very easy task. Enclosed in a, sort of funnel, formed by the tops of two hills, and suffering under a heavier squall than usual, it was a matter of considerable difficulty to keep our footing at all. However, it was useless to seek shelter there, and moreover it was getting late, and our dinner was waiting. So, as soon as we were able to make head against the wind, we commenced a smart run, and did not slacken our pace until we once more found ourselves at the bottom of the hill.

An excellent dinner awaited us at the Steadfast coffee rooms, of which I subjoin the bill of fare, as a specimen of the style of dinner to be obtained in Lyttelton at a charge of five shillings per head. Our dinner consisted of good pea soup, beef roast and stewed, with puddings, cheese, and dessert. To which good cheer we did ample justice; and when we drew round the flaring wood fire, and began to discuss a bottle of excellent sherry, it was difficult to believe that we were, as an Irish friend expressed it, "on the other side of the world."

Hitherto we had certainly not seen many of the discomforts of a new colony, but our accommodations for

the night were amusingly, characteristic of colonial life. Our room was a small loft in the roof of the house, barely six feet high in the centre. Eight wooden beds were ranged along the sides of the room, with the feet towards the outer wall, and adorned with gay blankets of red and blue. At the head of each bedstead hung a towel for the private use of each occupant, whilst at each end of the room was a rickety wash-hand stand and cracked looking-glass for public accommodation. The narrow path along the middle of the room was filled with sleepers who had failed in securing the accommodation of beds. At one end of the apartment was a small window which refused to close, and at the other was one which objected to open. The room measured twenty feet by twelve, and contained twelve or thirteen sleepers, but there was no want of ventilation. The roof was merely shingled, and by no means airtight, so that the wind blew in, in all directions.

The continuance of the rain confined us on the following day to Lyttelton, but on the next morning the gale began to break, and we accordingly started early on our expedition across the plains to Christchurch. [Plate IV] After mistaking our way, and wandering some hours in the swamps, we at length found ourselves at the Golden Fleece, the principal inn in Christchurch, kept by a German, and very well managed. The sleeping accommodations are somewhat better here than at the Steadfast, as the rooms are larger and better ventilated, in addition to which they are prettily painted and papered; but notwithstanding these advantages, they are always liable to the evils of overcrowding. Christchurch is by no means so pretty a town as Lyttelton; in fact, it is decidedly ugly. It is larger; but the houses being scattered over a wider space of

ground, have a straggling and irregular appearance. The site is also very unfavourable to beauty, as it is situated on the vast plain which forms the principal portion of the Canterbury block. It is, however, a good situation in point of utility, which must always be the main consideration in the establishment of colonial towns; and I believe those only are displeased with it who, to use the expression of a leading colonist, consider the act of emigrating "merely as a protracted picnic, relieved with a little ornamental church architecture."

The town is placed on a dry and slightly elevated spot, situated as near to the ferry on the Lyttelton road as the swampy nature of the intervening ground will permit. The river Heathcote, which runs diagonally through it, ensures a plentiful supply of exceedingly good water; and its vicinity to Riccarton and Papanui, the only remaining pieces of bush on that portion of the plains, distant respectively from two to three miles from the town, gives it a great advantage over any other site in the facility of procuring timber for building purposes. Leaving Christchurch we proceeded to Mr. Deans's station at Riccarton, a spot with which the lovers of the picturesque must be pleased. It was the first station established in this part of the island, and dates back about ten years. It is now extremely valuable from the possession of one of the two pieces of bush already mentioned. The house is situated on the bank of a beautiful stream of very pure water. He has a considerable quantity of land in a state of cultivation, and the soil of the greater portion is very rich. Some part of it yielded sixty bushels per acre when first cropped with wheat. The general opinion in the colony is not, however, favourable to tillage as a speculation. The soil, though in

some places fertile, is very irregular in its quality, whilst the expenses of working are enormous, and the greater part of the best soil requires extensive drainage. Manure also is of course a very expensive article, and so are horses, whilst the hire of labourers is from four to seven shillings a day.

The most serious objection, however, is the want of a sufficient market. The parties favourable to tillage look to Australia to supply this want; but whether they will be able, at least in the present generation, to take advantage of this opening, is a doubtful as well as an important question, and the older settlers, who ought to possess the most experienced judgments, take an unfavourable view.

CHAPTER IV.

THE BUSH.

AFTER a short sojourn in the settlement, my friend Mr. Morice and myself determined upon a pedestrian excursion to the French settlement at Akaroa, lying at the eastern extremity of Banks's peninsula. We started early, intending to reach Port Levi to breakfast, rest there during the heat of the day, and proceed to Pigeon Bay in the evening. How far we succeeded I am now about to relate.

It was a lovely morning, and as we were crossing the harbour to Rhodes' Bay, anticipating a delightful walk, the boatman told us that by landing at a nearer point, we might considerably shorten the distance to Port Levi; and putting faith in his statement, we landed accordingly, and began to climb the hill in a straight line towards a remarkable rock called the Monument, hoping every moment to fall in with the promised path: no path was however to be seen, and when at length we gained the summit of the hill, we found a steep precipice directly between us and the hill we had to cross to reach the Monument. It was evident that we had been imposed upon, and that the boatman had invented the short cut to save himself the trouble of rowing us to Rhodes' Bay.¹¹ But there was no remedy, the boat was far out of hail, and, after a short consultation, we again set off, hoping to reach the Monument by following the range upon which we stood, and so skirting round the summit of the hill. But the task was more difficult than it appeared to be, for the clear atmosphere of New Zealand is most deceptive as to distances; and we found, moreover, that the ground was not only steep, but broken by precipitous ravines, through whose sides, clothed

¹¹ Now Purau Bay

with thick bush, it was a matter of considerable difficulty to force our way.

We continued our walk for about two hours, until the sun rose high in the heaven and beat fiercely down upon the bare hill side. We suffered excessively from heat, but more from parching thirst, and it was not until noon that we had forced our way to the bottom of the nearest gully, where, to our delight, we found a stream of water.

Having slaked our thirst, we sat down to rest and enjoy the scene before again starting on our journey. Our resting-place was a nook, deep in a tangled glen, and well sheltered from the burning sun. The silver stream leapt and sparkled over the mossy rocks, and the wild fuchsia trees, clothed with many flowering parasites, stretched around their gnarled branches in endless fantastic forms. Unnumbered graceful ferns, from the tree-fern rising to the height of 20 feet, to the maiden-hair, and still smaller varieties scarcely distinguishable amongst the moss, gave a grace to the picture that in an English wood is never seen; whilst the birds, never before disturbed by the presence of man, flitted fearlessly around us, and seemed at times as though about to perch upon the very guns we held. This repose and enjoyment could not, however, last long. The day was wearing on, all chance of reaching Port Levi that night was evidently gone; and our only course, therefore, was to push forward until we found a suitable resting-place, and, if possible, a supply of food.

We accordingly again commenced our pilgrimage up the steep hill side, and after a long scrambling from tree to tree, and through the close thorn bushes, we once more with disfigured faces and torn garments gained the summit of the ridge.

The sun was sinking fast as we halted on the top of a hill to look around for a fit place for our bivouac. It was a glorious evening, but we were too wearied and hungry to enjoy it, and great was our dismay on reaching the spot we had selected, to

find that our beautiful nook was only a deep swamp. Again, therefore, we toiled on, and by the time we emerged on the top of the next range darkness had set in, and we sank on the ground thoroughly exhausted. After a short rest we collected materials for a fire, and began to prepare for our supper a solitary pigeon which we had shot. Whilst thus employed a sudden blaze of light caused me to raise my head, and, to my horror, I saw that our fire had ignited the long dry grass, and was rapidly spreading, aided by a light breeze which had just sprung up, though fortunately in an opposite direction from our position. It was a contingency for which we were unprepared. A little more experience in "bushing it" would have taught us to have left the bush at once to its fate; but it was our first essay, and after wasting our remaining strength in ineffectual efforts to extinguish the flames, which gained rapidly upon us, a thought crossed our minds that a change of wind might bring the fire down upon us, and, seized with a sudden panic, we started at a rapid pace to get clear of our new enemy. Lighted by the conflagration we had ourselves unintentionally created, we stumbled onward over the rough and uneven ground, until we crossed a rivulet, like Tam O'Shanter, we felt ourselves safe from further pursuit. Night had now closed in, and supperless and weary we threw our coats over us, and soon fell into an uneasy slumber.

A first bivouac must always be united with something strange and even impressive to the feelings. The still solemnity of the dark woods, their deep and breathless solitude, and the calm immensity of the vault of heaven with its thousand eyes watching over the hours of darkness, all combine to render the first night in the woods an event not easily forgotten. But in our case there was more to render this night strange and remarkable. Worn out with unaccustomed exertion and faint for want of food, our nerves had become painfully sensitive to all the novel incidents of our position; whilst the roaring and crackling of the great fire we had so

unwittingly kindled, and which now covered many acres, served to increase the unpleasant excitement of our feelings, and kept us in a constant state of feverish excitement. Daylight at length came, and in the cold chill of early dawn we arose to pursue our uncertain way. Before starting, however, we warmed and refreshed ourselves with a pipe of the Indian weed, of which we had never before understood the full luxury.

The fire was still burning and roaring fiercely in our rear, and so great was its effect upon our inexperienced nerves, that we did not dare to light another to cook our solitary pigeon, until we had cleared the long, dry, grass that had occasioned our former disaster. At length, having reached a barren spot, the pigeon was impaled upon a ramrod, and we were soon contemplating ruefully its well-picked bones. The sun was rising as we gained the highest summit of the range we were thus traversing, and certainly a more magnificent view I never beheld. Far down beneath our feet lay the harbour and town of Lyttelton. From the height on which we stood, the range at the back of the town presented no obstacle to a clear view of the plains, and we could see them stretching far away to the foot of the snowy mountains. Still further north, range after range of bold rough hills, now rising into mountains and now interspersed with large tracts of level plain, extended to the foot of the Kaikoras, nearly 150 miles distant; whilst still beyond them far distant peaks glowed in the first rays of the rising sun and blended into the blue sky beyond.

To our left the eye ranged over the vast plains on which is situated the southern portion of the settlement, and which it is believed extend almost unbroken to the colony of Otago. The broad expanse of Lake Ellesmere, calm and sluggish in the still morning air, the monotonous plain marked here and there with strangely winding rivers, the Alp-like mountains bounding the prospect and stretching far away to the south,

until lost in the dim distance, were all spread like a map beneath us, whilst on our right the rich and beautiful peninsula, with its numerous hills clothed with foliage of many shades and colours, and its shores broken into many deep and winding bays, gave the last grace to the finished picture. For some minutes we forgot alike hunger and fatigue in gazing upon this magnificent scene; but we were soon compelled to recall our attention to the work in hand. We had at last a fair view of the goal to which we were bound. The ground sloped abruptly down into a deep gully, which, widening as it approached the sea, opened out at length into Port Levi, the point which we were now endeavouring to reach. This was encouraging; but a closer inspection soon demonstrated that our difficulties were not yet ended, and that the day would be far advanced before we reached our destination.

The whole ground, it is true, was a continued descent, but it was covered with thick bush, and experience had already taught us that this species of travelling was neither agreeable nor expeditious. Hour after hour we toiled on, sometimes making our way through masses of thorn, and the long and clinging bramble, called by colonists the "bush-lawyer," sometimes scrambling, down steep banks of large loose stones which gave way at every step, and as the sun approached the meridian, the heat in the close breathless woods became almost insupportable. We suffered also extremely from a parching thirst, and our hands and faces were bleeding from innumerable scratches. At length we reached a small water-course, and, flinging ourselves on the stones which formed its bed, we drank of the clear cold stream, as though we were pilgrims of the desert.

The advantage of our vicinity to the water was almost lost in the increased difficulties of the path. The trees grow more closely together, the briars and underwood became thicker, and the soft rotten soil deeper and more treacherous, whilst a

considerable detour was often requisite to avoid some steep rock, which presented an additional obstacle to our progress.

The sun was fast declining, when we again emerged from the bush and found ourselves once more upon open ground, and within three miles of our destination. But severer trials still awaited us. The fern gradually increased in height and thickness until it reached our shoulders, and became entangled in complete knots. We struggled on painfully for nearly a mile, until at length the fern became so close and tangled that we could no longer make any impression on it, and our progress was wholly stopped. We then determined to wade down the bed of the stream until we reached more open ground, but, as we reached the bank I stumbled and fell, and was too much exhausted again to rise. I entreated my companion to leave me and press on, urging upon him that a second night passed without food or shelter would be fatal to both of us, and that if he succeeded in obtaining them he could send me aid; and at length he yielded to my wishes, leaving one of the guns with me to be occasionally fired, to give him notice of my whereabouts.

Under the influence of complete exhaustion, and with my finger on the trigger, I was falling into a deep sleep when I heard him shout. Cheered by the sound, I rolled into the brook, and, refreshed by the cold water, was able to wade down the stream until I reached him. I was again disappointed: no path had yet been discovered, but his heart had misgiven him that he should not find me alive, and he had shouted in the hope of arousing me and inducing me to follow him. Partially restored, I managed to accompany him further down the stream, and the long-sought path at last appeared. The sight of it gave us new strength and courage. We staggered on, and about an hour after the night had closed in we tottered into a small

grass hut, and sank down in a state of complete exhaustion.

We were received by Mr. Keale, the owner of the little reed-built hut or "warri," [Frontispiece] with that warm hospitality which is amongst the most amiable characteristics of these colonies. It is true he had only potatoes to offer us, the fare on which he had for some time himself subsisted; but, in our famished condition, we held them to be luxuries, and took advantage of the temporary absence of our host to devour them before they were half cooked.

Our meal ended, we adjourned for the night to the neighbouring house of Mr. Cholmondeley, and slept luxuriously upon his floor (the best accommodation he could give us), wrapped in ample leopard-skin "karosses." On the following morning my friend returned to Lyttelton, but I was too much exhausted to accompany him, and remained in my hospitable quarters until the next day, when a boat came from Lyttelton to convey me home.

CHAPTER V.

BANKS'S PENINSULA.

AFTER the unfortunate adventure in Port Levi, it was some time before we again ventured upon any lengthened expedition, the numerous bays and other interesting objects in the harbour and peninsula furnishing us, for some days, with ample occupation and amusement.

The first place we visited was Quail Island, a pretty spot comprising about fifty acres, situated in the upper part of the harbour, about four miles from Lyttelton, the property of Mr. Hamilton Ward. A sad mystery hangs over the fate of the two elder brothers of this gentleman, who jointly possessed the property. A strong suspicion exists that they were attacked and killed by a party of natives whilst on a boating excursion in the harbour, as the Maori chiefs lay claim to Quail Island, which, as they assert, was not included in the sale of the remainder of the settlement.

The soil is good; and there is an excellent house, and a considerable quantity of cultivated ground round it. The house commands a fine view of the harbour and town of Lyttelton; and as the colony increases, the island will prove a valuable property, both for supplying the town with vegetables and fruit; and ultimately, probably, as a summer residence for men of business who wish to avoid the disagreeables attendant upon a sea-port town.

On the north side of the harbour, and three miles distant from Quail Island, is situated the Maori Reserve, a beautiful and well wooded valley which was retained by the natives, and where there is a small "paa" or village. The "warries" look picturesque at a distance, but do not improve on a nearer inspection. They are generally low,

built of mud or reeds, and sometimes thatched with "toi-toi," a kind of grass or small flag which grows to the height of three or four feet, and is found, more or less abundantly, all over the settlement. The paas are very dirty; and as the Maories use them as places for drying their fish, they have always a most disagreeable smell. There are but few natives who live in this paa; and the only warri of any consideration is the one belonging to the chief, which is about twenty feet square, with a verandah round the outside. The roof is composed of large reeds, which, being stained and brightly polished by the smoke of the wood fire in the centre of the room, had an exceedingly pretty effect.

At the head of the harbour, about seven miles distant from Lyttelton, lies Governor's Bay, where Mr. Dobbs has a farming-station and a cultivated kitchen-garden; and in the next bay one of our fellow-passengers, Mr. Vigers, is now prosperously settled. The situation is favourable, the soil good, and although near the town, is not inconvenienced by it. It is also some distance from the Reserve, which is a great advantage, as the habits of the Maories are often annoying to their nearer neighbours. They walk without scruple into a house, squat, *sans céiémonie*, before the fire, and smoke their pipes regardless of the domestic operations of the family, or of the other inconveniences which their uncleanly habits may occasion.

The only drawback to this locality is its mode of communication with the town, as it is only accessible by water or by a long and steep foot track over the hills. But notwithstanding this disadvantage, it is one of the best positions in the settlement.

The only other inhabited bays in the harbour are Rhodes' and Gollan's Bays. The latter is the authorised

station for landing sheep, and is situated about a mile and a half north-east of Lyttelton, and on the same side of the harbour. Rhodes' Bay which is nearly opposite to it, is a beautiful narrow inlet, half a mile in length, from which a fertile valley extends to a distance of two or three miles, until it is lost in the hills. It is the property of Mr. Rhodes, and is valuable both from the richness of its soil and its vicinity to the town, with which there is a regular communication established by means of a ferry-boat.

There are several other bays around the shores of the harbour, but none worthy of mention here. The beach is in many places composed entirely of shells, amongst which some beautiful ones may be found. I have also picked up some small specimens of a fine quality of sponge, but it is not found in any quantity. The upper portion of the harbour is shallow, and there are mud-flats at the head, which, at low water, extend upwards of a mile. It is well-stocked with fish of various kinds, but the colonists have not yet availed themselves to any extent of its resources. Great numbers of large dog-fish prevail, and I was told that it also contained a few sharks.

There are also some other bays in Banks's Peninsula, beyond Port Lyttelton, which are worthy of notice. The first is Pigeon Bay, which greatly resembles Port Lyttelton, but is a much better harbour, as it is sheltered from the south-west gales. It is also deeper, and the hills surrounding it are higher and the gullies less frequent, so that it is much safer for boating. It is principally used by whalers, and there was one lying there when I visited it. There are two or three houses, and a very good inn at the head of the bay; and, what to us was more pleasing, the only really English-looking piece of meadowland that I have seen in the colony. The soil is rich, and there is an

ample supply of timber in the beautiful "bush" at the back of it; but the distance from Lyttelton is a great drawback, as it is nearly ten miles through the bush, and at least twenty by sea. On the eastern side is a large Maori paa.

Akaroa, at the eastern extremity of the Peninsula, is considered the finest harbour in the colony, as it is almost entirely landlocked. There are two settlements there, a French and an English one; the former of which is, I am told, an exceedingly beautiful spot, but I was unable to visit it. The scenery of the whole of the Peninsula is rich and beautiful and the soil generally good; but it requires a great amount of clearing, which, together with the difficulty of communication with the port, considerably retards its progress; but doubtless it will ultimately prove the most valuable portion of the colony.

The principal drawback, in a commercial point of view, to the advantages possessed by this newly founded colony, arises from the difficulty of communication between the port of Lyttelton and the capital town Christchurch. It is, as has been already stated, situated on the plain about nine miles distant from Lyttelton. But between these two towns is a range of hills, running, from 1000 to 1500 ft. in height, and the only mode of access by land is by a bridle-path, but as this path cannot be used for any description of cart, the conveyance of goods is necessarily carried on by water.

The transit, however, is both irregular and inconvenient. The distance from the port to the mouth of the harbour is about six miles in a N.E. direction, and the passage of this part of the transit is dangerous, both from the nature of the winds and the peculiar formation of the harbour itself. It is a long and narrow bay, open to the sea at the N.E. extremity, but shut in on the other sides by ranges of lofty hills, broken by deep ravines, down which the wind blows

in eddying gusts, which are dangerous to small craft. The hills also, at the south-western extremity, are of inconsiderable height, and the harbour is therefore entirely exposed to the furious gales from that quarter.

Having gained the mouth of the bay, the course turns to the north round Godley Head, and enters the Heathcote River at Sumner. And here a still more serious difficulty presents itself in the bar across the mouth of the river, which is only passable at high water and in calm weather. The bar passed, the passage up the river to Christchurch Quay, a distance of about five miles, is sufficiently easy: but this point (which is the highest at which the river is navigable) gained, upwards of two miles of land carriage are still necessary.

At the time I was at Lyttelton the charge for the carriage of goods from thence to Christchurch, by this mode of conveyance, was twenty-five shillings per ton; whereas the whole freight from England to the settlement did not exceed then thirty shillings, although it is now considerably higher. Independently of all the serious drawbacks to the general welfare of the colony which these difficulties present, they press with peculiar injustice upon the newly-arrived colonist.

CHAPTER VI.

EXCURSION THROUGH THE PLAINS.

HAVING explored the country immediately around Lyttelton and Christchurch, I determined to accept the hospitable invitation of Mr. Caverhill, one of the oldest and most experienced settlers in his locality, and to spend a few weeks at his remote and interesting station. The place is not in fact within the limits of the Canterbury block, which is bounded on the northern extremity by the river Waipara; but it is situated in the hill country twenty-five miles to the north of the river Waipara, and has been tenanted by him for six years. The only obstacle to the accomplishment of my wishes was caused by the difficulty of procuring a horse. These useful animals are scarce in Canterbury. They are not natives of the country, and are consequently imported from Australia; and although at ordinary times there is a fair supply, the newly discovered "gold diggings" had at the period in question, greatly increased both the value of horses in Australia, and the expense of transporting them; and the supply was therefore limited and the prices high.

At length for the sum of £37 I obtained an excellent little mare, "the property of a gentleman going to the diggings," and forthwith started on my journey. My costume consisted of a pair of white duck trousers, checked shirt, stout boots, large cabbage-tree hat, and a sort of blue flannel frock confined at the waist by a leather belt. So far all was well, but unfortunately I had, like many others, been betrayed into one unlucky piece of vanity, and had donned a new pair of patent leather spatterdashes which, though useful in the mud of our great city of London, were

ill adapted, as the sequel proved, for swimming rivers in New Zealand. A blanket for my bivouacs, and serving also as a wrapper for my extra linen, &c. completed my equipment. Our route lay across the bridle-path and ferry to Christchurch and Riccarton, where all traces of a road ceased, and our march commenced through the plain. For some few miles we directed our course to the east, over a country not presenting any appearance of fertility, and which must suffer considerably from the want of water in the summer season. The soil however in various spots is rich, and covered with short brown grass, but there is a considerable quantity of small loose stones scattered over the major portion of it. Passing the stations of Mr. Bray and Mr. Watts Russell, in both of which large quantities of land have been fenced in and cultivated, the soil gradually became more barren, and a few miles further we approached a perfectly sterile and stony tract about three miles in width, and evidently once the bed of the river WaiMakariri. The course of this river must at some unknown period have become greatly contracted, as the old bed is perfectly dry for at least a mile on each side of the existing stream. It is still however the largest river in the settlement. It takes its rise in the great Harewood forest and falls into the sea about twenty miles north of the harbour. The only other rivers of any importance in the settlement are the Waipara, forming its northern boundary, the Ashley, twenty miles to the south, and the Wai-kiddikiddi. All these rivers possess the same singular character. They do not flow in one broad stream, but run in innumerable channels varying in width from one to a hundred yards, and interlacing until they form a complete network of considerable width. They are continually changing their course, and being interspersed with shifting quicksands

present great obstacles in the way of the traveller. As they approach the sea the streams gradually unite, and the Wai-Makariri is navigable to a distance of twelve or fourteen miles.

The point at which we crossed the WaiMakariri, and which is called "The Fords," was at a distance, in a direct line, of about thirty miles from its mouth. And here the streams, though exceedingly rapid, were in no part deeper than our saddle-girths.

In the wet season, however, the river becomes much swollen, and the crossing is then attended with considerable danger.

Immediately on the other side of the river is a considerable tract of land, known as the Manuca Scrub. The Manuca is a species of heath which grows to a considerable size; the scent is deliciously sweet the wood is of a dark red, and splinters very easily. It is the only material attainable in some parts of the country for making fences, but it is fitted for very rough work only, and the splinters often occasion serious wounds. The "Scrub," which extends about two miles, consisted of a number of these shrubs, some of them running to the height of fifteen or twenty feet.

Leaving the Scrub, our road (taking a wide circuit inland to avoid the large swamps immediately to the north and east of Christchurch), passed through a singular line of country, presenting tracts of the most fertile land alternately with barren and stony ground, the limits of each being as distinctly marked as those of a flower-bed.

Continuing our course a few miles further, we reached Rangiora, a large station the property of Mr. Torlesse. His residence may be said to be the best house in that part of the country. It is built, in a very pretty style, on the borders

of a large piece of Bush, which furnishes an abundant supply of excellent timber, besides being itself an exceedingly pretty object, and protecting the house from the sea-breezes. The actual distance between Rangiora and Christchurch does not exceed twenty miles, but a circuit of nearly double that distance must be taken to avoid the intermediate swamps.

Wild pigs are still to be found in this district, but they are rapidly disappearing as the new-comers spread over the country. In the more remote districts they still abound, and form the principal food of the settlers. There are also a few quails to be found on the plain, but we did not fall in with above eight or ten during the whole ride.

Leaving Rangiora, we proceeded onwards to the banks of the river Asbley, a stream similar to the Wai-Makariri, but of less importance. As this river takes its rise amongst the Western Mountains, considerable floods are caused in its neighbourhood at the beginning of summer by the melted snows. However we crossed the smaller streams without much difficulty; but the principal channel was swelled into a perfect torrent. My companion, who was mounted on a tall and powerful horse, passed through, though with some difficulty; but my little mare, who was rather overweighted, lost her footing, and the boiling torrent began to whirl us rapidly along. I was in much peril; for if we had been carried down the stream beyond the gap in the opposite bank, which offered a landing place, I must have been drowned; but happily the little animal swam bravely, keeping her nose above the water; and after a few moments of suspense, we gained the opposite bank with no further evil than a complete ducking in an ice-cold stream. My unfortunate spatterdashes were the greatest sufferers by the affair; for they never were fit

for use again. So much for the utility of patent leather in the bush.

We were taking gallop to warm ourselves after our immersion, when my companion, who was exceedingly short sighted, suddenly found himself in a small but deep swamp. His horse in his fall projected his rider to a considerable distance; then quickly recovering himself, trotted quietly away. We pursued him for more than an hour without success, and continued our road, with our remaining steed, towards Mr. Douglas's station, which we reached that evening. On leaving this station, we passed through a singular and most irregularly-formed country. The whole colony, indeed, presents a novel aspect to the eye of an Englishman, and perhaps in no part of it more conspicuously than in this particular portion. The ground, which for some miles from the sea-shore is almost perfectly level, is for the most part thickly spread with impassable swamps. Further inland it gradually becomes broken into ranges of hills increasing in height as they retreat from the sea, until they join the lofty hills of Mount Grey and the snowy range. But the most remarkable feature of the soil is the abruptness of the ravines with which the country abounds. Often, when riding along the level plain or down a gentle slope, the traveller will suddenly find himself on the brink of a ravine varying in depth from twenty to several hundred feet. As we proceed northward these gullies become deeper and more frequent, widening as they approach the sea.

Crossing the bed of the Kohi, a river once of considerable magnitude, but now nearly dry, our road lay through a tolerably fertile country, dotted with Ti-palms (a small tree, the pith at the root of which is eaten by the Maories when pressed for food), and thickly spread with

the Anis plant, of which horses are particularly fond. At length we reached Mr. Browne's station on the River Waipara, the boundary Of the Canterbury block, and which also terminates the great, plain on the northern portion of which the settlement is situated.

Crossing a range of hills on our left, we gained the Waipara Plain, which is apparently somewhat more fertile than that in which Canterbury is placed. It is, however, much intersected with swamps and deep gullies; and, therefore, having crossed the Waipara, a river of about equal size with the Ashley, we ascended the Limestone Range on our right, and held our course along its summit in the direction of Mr. Caverhill's station at Motunau.

The Limestone Range is a range of hills of great height, which runs northward at a distance of about four miles from the coast. Along its summit there runs, what from the foot of the hill appears to be a wall of large limestones; but which, on a nearer inspection, proves to be a steep bank, about fifty feet in height, covered thickly with huge loose stones, which seem to have been arrested by some supernatural agency in their descent down the almost perpendicular face of the hill. At the foot of this bank runs a very singular terrace about twenty yards in width. It is covered with short thick grass, and affords an excellent road though very much broken by deep cracks, occasioned by earthquakes, and extending to an unknown depth. From this terrace the traveller obtains truly magnificent views of the country around. He is now in an entirely Alpine region. The hill slopes abruptly from his feet; and, from the height on which he stands, his eye wanders over miles of highly picturesque country, broken by innumerable hills of varied forms, and interspersed in the most singular manner with fertile plains. Our route was continued along this irregular

road for about twenty miles, until we reached the Vulcan, a remarkable peak standing high above its fellows, and apparently flattened at the summit. We now began to descend; but, unfortunately, having misunderstood our instructions, we took a wrong direction, which ultimately compelled us to bivouac for the night, though we had the good fortune to discover Mr. Caverhill's habitation before the breakfast hour of the following morning.

CHAPTER VII.

SHEEP FARMS.

IT must be evident to every one who has passed even a few weeks in a new colony, that sheep farming is the real and in truth the only source of its prosperity. The heavy expense of reclaiming wholly uncultivated land, together with the want of a ready and certain market, render tillage a most hazardous experiment, especially in a colony isolated as Canterbury is. A knowledge of sheep farming is also more easily acquired; and the wisest course for a young colonist to pursue is to leave his money with his banker, join some experienced farmer, and remain with him for a year or two, until he has thoroughly learned his business; by which I mean not only the acquirement of theoretical knowledge, but the manual labours and habits of a farming man. This knowledge and these habits once obtained, he may then safely expend his capital in sheep, and as his means may permit either rent and stock a large run, or place his sheep "on thirds," as it is called; that is to say, may enter into an arrangement with the owner of some large sheep farm, to receive a certain proportion of the wool and of the increase, in lieu of rent.

The charter of the Canterbury Association has most unfortunately been framed with a view to discouraging sheep farming in that settlement; and the sheep farmer there labours of course under serious disadvantages. But the land beyond the Canterbury block is equal in quality, and equally benefited by its vicinity to Port Lyttelton, and sheep-runs may there be had from the Government upon very advantageous terms. A lease of forty or fifty thousand acres may be obtained upon a rental merely nominal, the

tenant contracting to place a certain quantity of stock upon the run before the expiration of a given period, and from that time to pay, in addition to the rent, a small annual sum per head for the stock upon the run. At the expiration of the lease, if the same be not renewed, the tenant has the right of priority of purchase over the whole run at the rate of £1 per acre; or (if he prefers leaving the station) he receives ail equivalent for any buildings or improvements he may have made upon the property. I do not, of course, mean to say that this is the only road to success in a colony, but it is assuredly the most safe and secure, if not always the most rapid; and it may be fairly said that the colonist who adheres steadily to sheep farming is certain of ultimate success; while the speculator is liable at any moment to irretrievable ruin.

The station at which I found myself at the conclusion of the last Chapter, and where I continued to reside with the hospitable owner for some weeks, was a large sheep farm, extending over twelve square miles of pasture land, and which lying beyond the Canterbury block was not subject to the restrictions of the charter. The home-station was situated at the mouth of the river Motunau, a small stream which affords considerable facilities for the important operation of sheep-washing, and the mouth of which makes an excellent harbour for the small vessels that bring stores from the port, and carry away the produce. This homestead much resembles a small English farm-house, save that the sleeping loft had seldom fewer than ten occupants; and was frequently occupied, during shearing time, by double that number. A dairy and stock-yard is also attached to this station; and although a dairy farm is by no means an invariable accompaniment of a sheep-run, for cattle are attended with less profit and greater risk than sheep, it is a

valuable appendage to it, as affording an unlimited supply of milk and butter, those otherwise unattainable luxuries in the bush, and of which the deprivation is very severe.

In addition to the buildings upon these sheep farms, there is usually a small piece of cultivated ground attached to the home station, sufficient to supply the wants of those employed upon the run. At Motunau there had been only a kitchen garden; but a piece of ground was at that time under the plough, by which the owner hoped to effect a considerable saving in the supply of flour for the use of his men. The licenses granted to sheep farmers by the Government of Australia, and I believe those of New Zealand also, do not permit the cultivation of a larger quantity of land than is requisite to supply the wants of the people employed upon it. The farmers are thus restrained; because, as has been already observed, the rent reserved is merely nominal; the substantial return to the Government arising from stock upon the land.

The simple and primitive mode of living at a sheep-station affords scanty materials for the pen; but a short account may not be uninteresting to such of my readers as may be contemplating a settlement in this new colony. The fare varies at different stations, but for the most part consists of indifferent salt beef, varied occasionally with wild pork, which forms excellent food. The only substitute for bread is "damper;" namely, small cakes of flour and water, baked without leaven, upon the hearth. Tea and coarse brown sugar will be the substitute for fermented liquors and spirits, and unless the run contains with it a dairy-farm, butter will be unknown. Thick boots, duck trowsers, blue sailor's shirt, serge shirt, with a belt containing a pig-knife, and a broad-leaved cabbage-tree hat, will form the dress.

The settler must be his own handicraftman and servant, and prepared to encounter all weathers, to attend his stock from daylight to dusk and to sleep soundly whether in the open air or on a bare plank. In a word, he will be thrown altogether upon his own resources, and must bear cheerfully any hardships that may happen to him.

His principal amusement will be pig-hunting, a sport by no means realising the expectations usually formed of it by enthusiastic colonists on this side of the globe; and possessing none of the glorious excitement of an Indian boar-hunt. The animal is pursued by every variety of mongrel, and when one of them catches him by the ear the hunter dismounts, sticks him with his long knife in a most business-like manner, and then remounts and pursues the chase. The spoils are afterwards collected, and carried home for use.

These animals are not natives of the country: indeed there is no native animal larger than a rat. They are the descendants of the pigs turned loose by Captain Cook, and have increased and multiplied to an extraordinary extent. When taken young they return readily to the old domestic habits of their tribe. The breeds are various, but the flesh of all of them is delicate.

Sheep-shearing is of course the most busy as well as the most expensive season of the year, but it is also one of much festivity. As far as regards the washing, the operation differs little from the English usage, but the English farmers would be astonished at the roughness and rapidity of the shearing.

The shearers travel in company from station to station and are paid according to the number of sheep shorn. If my memory be correct, the price when I was in New Zealand was twenty-five shillings per hundred, with food and

lodging. The shearer never sits or kneels, but stands erect, with the animal between his knees, and snips and slashes at a furious rate. From two to three score is an ordinary day's work, and an accomplished shearer has been known to operate upon fourscore. The fleeces are rolled up and bound, and trodden down and packed in woolsacks, suspended for this purpose from the beams of the roof. The clip being completed, the wool packs are conveyed to the port, when they are again compressed by powerful hydraulic presses, and ultimately packed by steam power into the hold of the vessel awaiting their reception.

The principal enemies of the sheep farmer are the rot, and the herds of wild dogs which infest the country. The former, however, may to a great extent be avoided by care and skill; and the latter are diminishing daily.

That every adventurer in a young colony must prepare himself to encounter difficulties and hardships seems a self-evident truth, but the vague ideas upon these points with which many settlers leave their comfortable English homes are most surprising. One of my fellow-voyagers took with him two carriages: many of the gentlemen were possessed of handsome and well-furnished gun and dressing cases; and some of the ladies had not forgotten a full supply of kid gloves and evening dresses. Now, if they expected to continue the habits of the old country in the new colony, these adjuncts would be appropriate; but it is difficult, with such views, to comprehend the object for which they quitted England. An English life, is fully as expensive in a colony as in the mother country; and it is only by conforming to colonial habits that expense can be lessened or wealth increased.

I have endeavoured in the above simple sketch of a settler's life to give a faithful picture of his habits and

pursuits; and I would advise no one to emigrate with a hope of making, a fortune, who has not the prudence to appreciate and the courage to endure them.

CHAPTER VIII.

THE MAORIES.

AFTER an agreeable sojourn of some weeks with my hospitable host at the Motunau station, I returned by the way I came as far as Rangiora, where I crossed the Wai-Makariri by the ferry at Kaiapoi, for the purpose of paying a passing visit to a Maori paa or village at that place. It is distant about five miles from Rangiora, and about twenty from Christchurch; and is the only remaining village of any extent in the settlement belonging to the natives.

Some years ago when the chief of the Northern Island made a descent upon the inhabitants of this part of New Zealand, there was a fearful massacre at this place. A young Maori with whom I conversed during my brief stay in the paa, was a child at the time, and beheld his father and mother slain and eaten by the Northern Islanders. The surviving natives, not only of this place, but indeed of the whole island, were reduced to subjection by the invaders; and report states that it was used as a kind of preserve for the supply of human food to the northern Cannibals.

The village contains about eight hundred inhabitants, but there is nothing remarkable in it. It consists of a number of small huts, each possessing a piece of enclosed ground or garden; the Maories live principally upon vegetables and wild pork. The race is rapidly wearing out, and will in a few years become extinct. This is a painful reflection, for they are a noble race of men.

They are for the most part tall and well proportioned. Their skin is of a rich dusky copper colour, and the tattooing with which they are covered, though at first sight

unwelcome to a European eye, is often executed with considerable taste and skill, and soon ceases to be displeasing. They are harmless and friendly; they never meet you without a passing "tenaqui" (how d'ye do), and are delighted when an opportunity offers of shaking hands with an Englishman. They are a faithful and affectionate race, and notwithstanding their intercourse with white men their honesty is still proverbial. Undoubtedly we have taught them to drive bargains, and European cunning grafted upon their own shrewd and intelligent nature has rendered them difficult to deal with; but a bargain once concluded, they will scrupulously fulfil it at any sacrifice.

I obtained an interesting anecdote of their affectionate attachment to those who treat them kindly from an old settler at Christchurch. His daughter had been in the habit of performing little kindnesses to the neighbouring Maories, had won greatly on their affection, and was called by them "The White Rose." In the depth of a severe winter she was attacked by illness, and serious apprehensions were entertained for her life. The faithful Maories were constant in their inquiries after her; and at length heard that she had expressed a wish for some fish. The fishing season was long past, and an attempt to reach the fishing-ground was a matter of difficulty and danger. A boat was, nevertheless, immediately manned and sent out; and having, with much difficulty, obtained a small supply of fish, they set out on their return home. They had scarcely left the fishing ground when a heavy gale of wind blew them out to sea; and it was not until after fighting for three days against the storm that they reached Port Lyttelton in a state of complete exhaustion from fatigue and hunger. Yet the fish, though to their appetites fit for food in its uncooked state, had remained untouched, throughout the whole of the

heavy storm. It had been procured for the "White Rose," and for her use it was preserved. Unfortunately, before the arrival in port the fish became tainted; but, undaunted by this failure, they once more proceeded to the fishing-ground, and this time succeeded in reaching home with their affectionate offering.

The origin of the Maories is enveloped in mystery. It is evident that they were not originally natives of the soil. All their traditions point to a warmer and more fertile clime; and the Kanakas (the natives of the Sandwich Islands) still call them brothers. The most probable theory is that they are the descendants of a few wanderers from some islands of the Pacific. The language, as far as I could venture to judge from similarity of sound during a very brief stay in Honolulu, the capital of the Sandwich Islands, is also very like the language of the natives of that place. I noticed several words in both languages, such as "kahaori" (no) and "tenaqui (how do you do), that are identical both in sound and meaning. The language is rich, and by no means unpleasing and, as is the case with all savage nations, is eked out by an abundance of gesticulation. They have a considerable appreciation of fun and drollery. Their deep devotion to the apostle of modern days, Bishop Selwyn, is not the least noble trait in their character. It is impossible to speak too strongly of the attachment and submission of the Maories to him, or of the wonderful manner in which he exercises the power he has so deservedly attained. In the middle island the natives have almost universally embraced the Christian faith, and now indignantly deny the imputation of cannibalism. They are following in this respect the example of their brethren of the Sandwich Islands. I asked a Kanaka if he ever cat man's flesh. "No," he replied with energy; "Kanaka no eat man now - Kanaka Christian."

In the Canterbury settlement cannibalism is of course entirely at an end, though it is said that one old chief is still living in Pigeon Bay, who fondly hopes once again to indulge his youthful taste in this respect, though there is little chance in the present state of society of his epicurism being gratified.

CHAPTER IX.

GENERAL OBSERVATIONS.

THE object of my voyage and residence in New Zealand having been accomplished, and my health restored, on the 6th of January, 1852, I again embarked on board the *Canterbury*, then bound to Port Philip, on my homeward voyage. The news of the wonderful gold discoveries in Australia had reached the settlement during my residence there; but, although this intelligence had at first created considerable excitement, it had then died off with few results, and our ship scarcely conveyed a single passenger to the diggings, who had left England with the intention of finally settling in Canterbury. There were, indeed, many passengers who like myself, had come to the settlement for some temporary object only; but the major portion were crossing to Port Philip for ordinary commercial purposes.

It would be foreign to the object of this little work to enter into any disquisitions as to the probable effects of these discoveries on our settlements in that quarter of the globe; but it would seem to me that Canterbury is likely to be less affected by them than any other colony; partly on account of the distance, but principally from the peculiar character of the Colonists, as I shall presently notice. These circumstances, however, did not produce any such counteracting effect upon our officers and crew; for the anchor was scarcely dropped at Port Philip, when the ship was deserted by the latter, and many of the officers waited only to partake of a farewell supper before they also commenced their travels to the diggings. The noble ship herself was left to ride at anchor at Port Philip unmanned

for many months; but I rejoice to say is now on her voyage to England.

It may be expected, that before closing this short history, I should make some observations upon the general state and prospects of the colony. It is a subject of much delicacy; and I enter upon it with great diffidence.

To a certain extent, the Canterbury establishment is an experiment; and it may be doubted whether too much has not been attempted. The settlers have been induced to pay a high sum for their land (three times the amount of the ordinary price) upon the faith that one-third of the purchase-money would be expended for church and school purposes, and one-third upon the formation of roads. They naturally expected some immediate advantages from such payments; and these expectations, aided by the *éclat* with which the first emigrant ship took its departure, have caused a higher and somewhat different class of persons to emigrate than is usually found in an infant colony. The consequence has been that the supply of labourers and artificers is not commensurate with the demands of those who have emigrated from classes above them; and as the attachment to the habits and usages of their former homes is also stronger in these classes, they fall less readily into the rough life of an infant colony. These circumstances united have caused some peculiar features in the society of Canterbury, productive of immediate discomforts and inconveniences; although it may be reasonably hoped they will hereafter be amply compensated for, by laying the foundation of superior religious and moral habits amongst the colonists generally, which will increase and strengthen as the colony itself shall strengthen and increase.

The question of road-making seems also not to have been sufficiently considered, and the colonists have

emigrated with a notion that because the roads were paid for they were therefore made. The contrary is the fact. No road has up to this time been even commenced, except the road intended to communicate between Lyttelton and Christchurch; and which is designated the Sumner Road, because it is intended to pass through a property so called belonging to Mr. Felix Wakefield, which will in such case become extremely valuable.¹² Of this road the first nine miles, namely, from Lyttelton to the Heathcote Ferry, wind round and through rocky hills and valleys; whilst the remaining four pass over the Canterbury plains. The latter four, upon which the expenditure could have been but small, as the road is neither stoned nor gravelled, are completed; but before they can be of any real use to the two towns, the other nine which require great engineering skill and a great expenditure of capital must also be made. Of these nine about half a mile only has been completed, and the works have been abandoned for nearly two years. The disappointment of the colonists on their arrival, when they discover this state of things, is very great; and some of them complain that this portion of the purchase-money has been paid without any equivalent.

It has already been observed in the chapter upon Sheep Farming, that the charter of the Canterbury Association was framed with the express object of discouraging sheep-farming within its limits. This in the opinion of practical colonists is a serious mistake, for according to their views the principal source of the prosperity of the colony for many years must be looked for in the exportation of tallow and wool. The restrictions imposed by the charter upon the production of these important articles have,

¹² See Note to Page 22,

however, latterly been greatly mitigated; and it is impossible to speak too warmly of the judicious administration of the affairs of the colony by Mr. Godley, or too strongly of the confidence reposed in him by all classes of settlers.¹³

Partly consequent upon this erroneous principle, but aided by other causes, amongst which may be reckoned the flattering auspices under which the colony was founded, too much temptation has been held out to adventurers with small means to purchase land before quitting the old country. It has not unfrequently happened that a person of small capital has found himself on his arrival at the settlement a landed proprietor of 50 or 100 acres of swampy land, for which he has paid from £150 to £300, and which will take at least an equal sum to drain and reclaim, before it can be cultivated with advantage. He is unprepared for this additional outlay, and his small surplus fund with which he had calculated to stock his farm, becomes exhausted before he fully realises his position, which then sinks into that of a labouring man. The young adventurer who arrives in the colony with his small capital still in his own power, and who pursues the course already pointed out for the sheep farmer, or who, at least looks

¹³ The letter alluded to in page 22 contains the following passage, "-With regard to their local agent, the Association have certainly made a most happy choice; at least if the *arbitrium popularis auae*, is of any worth as the test of a sound administration. Indeed it is difficult to conceive that any one should to so unbounded an extent enjoy the confidence, and command the esteem of all classes in a colonial community as Mr. Godley does here. The soundness of his views seems to be so universally admitted that in point of fact he does as he likes, or, vulgarly speaking, 'has it all his own way,' and carries out measures unquestioned, when against any other man their proposal even would cause a general outcry."

around him before he becomes a purchaser of land, best ensures his ultimate prosperity.

There is also one other subject connected with the policy of the Association which must be noticed, but which is one of considerable delicacy. I allude to the funds set apart for church and school purposes. A provision by the government of a colony for the due administration of the sacred offices of religion out of the subscribed funds of the settlers, is a new feature in the establishment of an infant settlement, and must have the support of every true Christian. But it may be doubted whether the principle has hitherto been worked out by the Association in the most satisfactory manner. If it be true that 35,000 acres of land have been sold and paid for, £35,000 a large sum for the simple wants of a small colony, must have been received. A church certainly has been built at Christchurch, of which the cost was not [to] exceed £650; but no further sum has been expended in building, and a private subscription is in consequence raising to erect a church at Lyttelton which is greatly needed and to which the Association have contributed £500: the schools are carried on in the immigration barracks. Up to the time also of my quitting the colony three clergymen only, received salaries¹⁴ - two at Lyttelton and one at Christchurch; and two additional ones have been recently appointed. Great delays have also

¹⁴ In the letter referred to in page 22., it is stated that the licensed clergy of the district are twelve in number," and "that four or five of them are actually settlers cultivating their own farms, owning stock, and having the same common interest in the property and good government of the settlement." I do not exactly know what is meant by the "licensed clergy," unless it means those clergymen who have a license from Bishop Selwyn to preach. The latter part of the statement is quite true.

taken place in the appointment of a bishop, and it is desirable that this question should be at once settled, for the superintending presence of the bishop of the church is greatly needed. It may, however, be doubted, whether any of the other dignitaries of the Established Church in the old country are requisite, and whether a dean and canons, where there is neither a cathedral to keep in repair, nor corporate funds to administer, may not be dispensed with. The state of things here detailed has naturally created some murmurs; and it is most desirable, especially as the Association is broken up, that a full account should be made public in an authentic form by the high-minded and honourable individuals, by whom it was supported, of all the receipts and outlays of the church money. The fund is a sacred one: a noble offering by the settlers on the altar of their faith; and whilst such a publication will, it is to be hoped, put an end to cavils, by showing the honest endeavours of the practical directors of the Association to carry out the principles of the charter, it will also serve as an example or a warning to future adventurers in the establishment of future colonies.

Looking to the future prospects of the settlement, there can however be no doubt that the Canterbury Block must ultimately succeed and become a large and flourishing colony. In despite of the disadvantages under which, from the circumstances above detailed, some of the early adventurers have laboured, the colony has progressed with a rapidity quite unparalleled, and has every indication of internal strength. The climate alone presents a temptation to the emigrant of no ordinary character. It is difficult to describe its peculiarity and charm. It resembles, in many respects, the best parts of the climate of England. Indeed, the colonists speak of it as the English climate with all "the

bad parts taken out." The air is always pure, fresh, and bracing, resembling the air of our English downs on a bright clear summer morning; and although the climate is changeable, the air is always free from the heavy oppressive qualities which the invalid in England so bitterly feels. The colonists have also the advantages of a grateful soil; and when the settlement is placed upon an equal footing with surrounding places as to the price of land, the cultivation of sheep farming, and some other matters wherein mistakes have been made in the original charter, its progress, although subject, of course, to occasional periods of reaction, will be still more rapid than that which has already been made.

I cannot conclude without expressing an earnest hope that the colony may continue under the direction of the present agent, Mr. Godley, whose sound judgment and practical good sense will reconcile, as far as they can be reconciled, the future welfare of the colony with the claims and rights of the early settlers.

ADDENDUM.

BALANCE sheets of the receipts and expenditure of the colony from November, 1850, to December 1st, 1852, having appeared in the *Times* of this day, with the signature of the Government Inspector attached, I feel myself called upon, with reference to some of my observations regarding the Ecclesiastical Fund, to make some remarks upon them.

The accounts are most unsatisfactory, each of the audits commencing with the month of November of one year, and terminating with the month of December of another. Thus, the balance in hand on December 31st, 1852, being the period to which the first audit extends, was £90. 3s. 1d. only; whilst the audit of 1852, instead of commencing with that balance, commences with a balance in hand of £10,956. 19s. 5d., being the balance of November 13th, 1851; so that it is impossible to separate the real receipts and expenditure of each year, or to make out what debits and credits are contained in both audits. For example, by the first audit it would seem that the Association had expended up to December 31st, 1850, on account of the Ecclesiastical Fund, £3,9184. 5s. 8d.; and by the second audit, that during the period of that audit they had expended an additional £11,512. 9s. 2d., making the whole payments on account of that Fund £15,431. 4s. 10d.; whilst, according to the Inspector's Report, the whole sums receivable by the Association on account of that Fund, amounted to £11,666 13s. 8d. only, which is absurd.

Again, it is said in the Report of the Inspector, that the sum of £10,200, belonging to the Ecclesiastical Fund, has been appropriated by the Association, in four different sums, to the general expenditure of the colony, and that the Association have allotted land, corresponding in value, to

trustees for "ecclesiastical and educational purposes;" but none of these transactions appear upon either of the balance sheets, nor is there any clue given by which any one can ascertain either the quantity of land assigned, or the date of the assignments, or the price per acre at which such land has been charged to the trustees. This latter is a most important omission, because it is self-evident that, the land being for Church purposes, ought not in justice to be charged with the ecclesiastical pound per acre; whereas, *prima facie*, it appears to have been so charged. It is also important for the purpose of elucidating the *bondfides* of the Association, that the times when the advances were made should be correctly set forth; because if the whole amount of the Fund which has been applied to its legitimate purposes does not exceed, as is shown in the following paragraph, £1,466. 13s. 8d., and £3,918. 15s. 3d. of the Fund was, as appears by the first audit, made use of by the Association in 1851, they must have dipped into the Fund from the very outset of the undertaking.

Again, the balance sheets are lamentably deficient in not showing the actual amount received on account of the Ecclesiastical Fund, or its actual expenditure. These amounts are only to be got at by the Inspector's Report; and as that report states that the whole sum receivable on account of the Fund was £11,666. 13s. 8d. only, and that the Association devoted £10,200 of it to other purposes, it follows that the real payments for ecclesiastical and educational purposes has been £1,466. 13s. 8d. only, instead of £11,612. 9s. 2d., the amount stated in the second audit

Again, there appears in the audit of 1852 the following unintelligible item: -

Creditor.

To ¹⁵ advance on guarantees invested in land	
as <i>per contra</i>	£12,000.

Now, it is impossible to make out to what the *per contra* refers. There is no corresponding item on the debit side of the account, nor any item which in any manner seems to relate to it; but the great difficulty to be solved is this, - Why did the Association, being destitute of all funds (except the Ecclesiastical Fund), advance £12,000. on "guarantees invested in land" at all? or why, having made such advances, if the "guarantees" are substantial, did they not assign them to the trustees as securities for the monies they had so improperly taken from the Ecclesiastical Fund, instead of allotting to them unprofitable land?

One thing only is clear, that the unfortunate colonists have advanced very many thousand pounds beyond the ordinary value of their purchased lands, in full confidence that therefrom. churches and schools would be erected, and ample and permanent provision made for the due fulfilment of all religious and educational offices and duties; and, that at the end of two years they find the funds exhausted, and themselves in the possession of a small unendowed church at one town, a temporary building at another, and a quantity of unreclaimed unprofitable land (valued to them, as they believe, at £3. an acre), at the present time altogether unsaleable, and which, now that the artificial price created by the promises held out by the

¹⁵ The unbusiness-like character of these accounts is well exemplified by the use of this word. Parties are always Debtors *To*, and Creditors *By*.

Association has vanished into air, can never be expected to realize more than one-third of the price at which it has been charged to them; whilst they are themselves erecting a church at their principal town by private subscriptions.

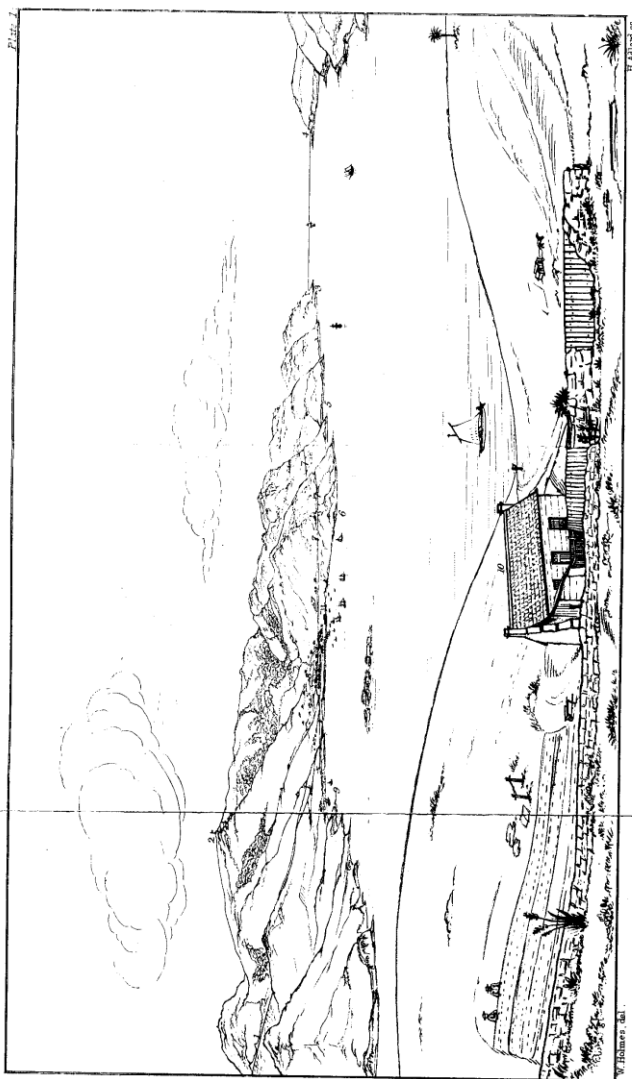
It is impossible to entertain a doubt that the public will require, and that the highly honourable men who have patronised this Association will insist upon the production, by its managers, of a full and detailed account of the mode in which every shilling of this sacred Fund has been expended; and it may not be beyond hope, that either by transferring to the trustees the above-named guarantees, or by other means, the Ecclesiastical Fund may yet be restored for its original purposes.

The lands actually sold, according to the Inspector's Report, falls so short of the quantity stated by me, which quantity is in accordance with popular belief, that I feel it incumbent upon me to add, that I received my information from an officer of the Association at the Canterbury rooms in the Adelphi, who referred to a printed paper.

I subjoin the balance-sheets and the Report of the Inspector.

C. W. A.

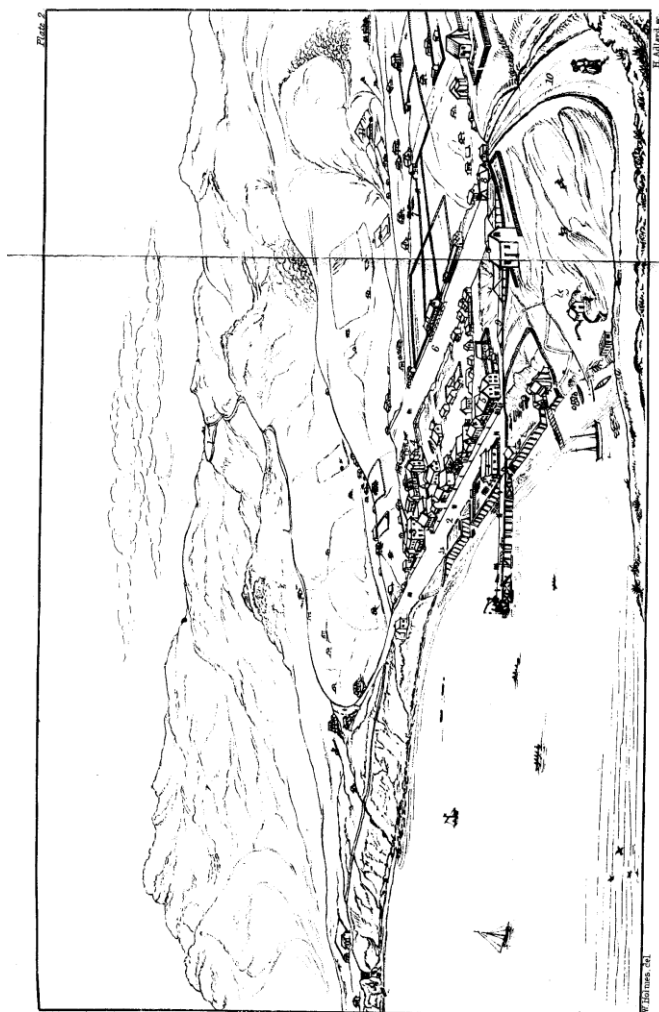
January 28th, 1853.



Lyttelton, Port Victoria, and Harbours

London, Longman, Brown & Co.

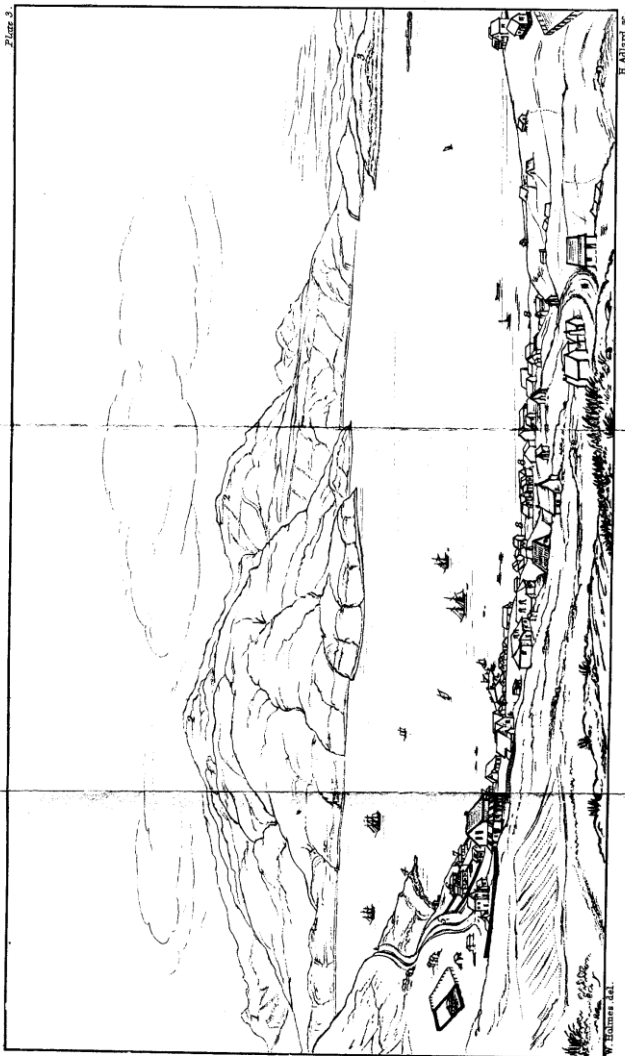
Plate I



Sydney

London: Longman, Brown, & Co.

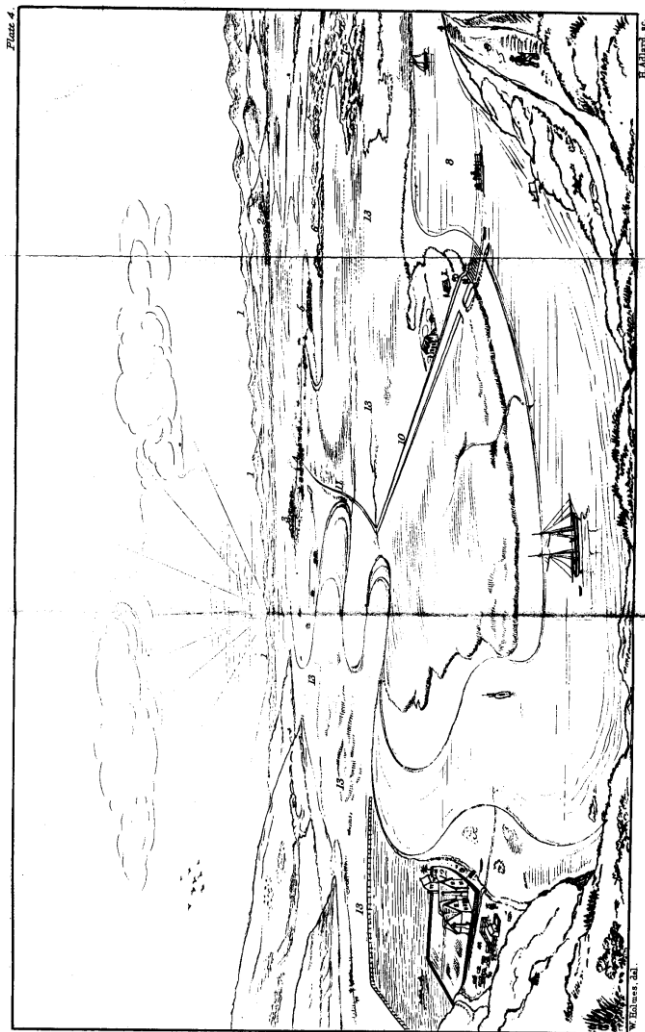
Plate II



Lytham, and Port Victoria

London: Longman, Brown & Co.

Plate III



The Canterbury Plains

London: Longman, Brown & Co.

Plate IV

